AFFAIRS OF THE RAILWAYS.

Lowest Rates Ever Known. CHICAGO, July 3 .- In accordance with general expectation the rate on dressed-beef shipments to-day fell to 230 per hundred pounds, Chicago to New York, the lowest rate ever made by any railroad on this article of freight. On Boston business the 26je rate was maintained. The rate on provisions was further reduced to 22 to New York and 27 to Boston, while in order to maintain the authorized difference between the live stock and dressed beef rates a further reduction was made on cattle in car-loads, bringing the rates down to 122 cents to New York, but leaving it at 14 c to Boston. On all other articles, so far as could be learned, the rates remained unchanged from Monday's schedule. In view of the extremely low figures that have been reached on the freights above named, it is not considered probable that any further reductions will be made on those particular articles. Nothing can be foretold with certainty, however, and so far as the dressed-

Consolidation in Illinois.

may decide to do.

Springfield, Ill., July 3 .- At a meeting of the directors of the St. Louis, Alton & Springfield, and the St. Louis & Central Illinois railway companies, held here yesterday, it was decided to consolidate the two compaies, and the road hereafter will be operated under the title of the St. Louis, Alton & Springfield railway. The company uses the Wabash track: from this city to Bates station, thence using its own line to Grafton, where connection is made with steamers for St. Louis. The intention is to build an extension from Grafton to Alton, thence the use of some other line may be secured to make an all-rail line to St. Louis.

beef rate is concerned everything will depend on what the Erie and the Chicago & Atlantic

Personal, Local and State Notes. J. V. D. Coleman has been appointed agent of

the Vandalia at Rockville, Ind. Wm. R. McKeen, president of the Vandalia, and Col. Horace Scott were in the city yesterday, attending the Belt-road meeting.

The sales of the outside offices of the Bee-line

at this point for June were the largest in the history of the road, reaching at both offices \$9,126. One of the Bee-line officials states that the report that the new conductors are not paid as

good salaries as those discharged is incorrect. They are paid the same. To-morrow the work of replacing the old bridge over the Wabash river on the Vandalia

line with a fine steel and iron combination bridge will be commenced. The Louisville, New Albany & Chicago freight

department has issued a new tariff of rates which reduces them considerably to a majority of local points on their road.

The Belt Road Company have several hundred tons of steel rails, weighing seventy pounds to the yard, strung along the side of their track, which is to take the place of present lighter rails. The passenger earnings of the Lake Erie & Western in June of last year were the largest of any month in 1887, yet the earnings of this department for June this year are \$1,986 in excess of those of June, 1887.

The Bee-line earned in May, gross, \$580,632, an increase over the earnings of May, 1887, of \$3,933. The earnings of the road for the first five months of the year were, gross, \$2,888,258; net for that period, \$692,188.

The Indianapolis car-works are now turning out cars for the Atchison, Topeka & Santa Fe road at the rate of twenty a day. On Monday a shipment of 100 cars was made, being the first shipment on the 2,000 car contract.

The stockholders of the Belt road and Live stockyards yesterday held their semi-annual meeting and declared a 3 per cent. semi-annual dividend. The report of Superintendent Ijams showed both enterprises to be very prosperous, and the property to be in excellent condition.

General Superintendent Miller, of the Pennsylvania lines west of Pittsburg, and Division Superintendent Bennett were in the city yesterday, and the latter selected the room which he will occupy in the new Union station on removing his headquarters from Richmond, Ind., to

Said a general manager of some 400 miles of road, yesterday: "Outsiders have an idea that so many people purchase tickets before boarding trains that conductors handle but little cash. The auditor's report of our road shows that in the last six months our conductors have turned over to us \$47,264."

The Indianapolis rolling mill has sold one hundred tons of steel rails to the Chicago & Atlantic road, which cleans up all the rails which they turned out while running. General Manager Morgan expects that in a day or two the directors will fix upon a date to meet and take some action as regards the future of the mill.

The Cincinnati, Indianapolis, St. Louis & Chicago people will not commence using the North Bend cut-off to-day, as had been intended, but will postpone the change until about the 15th of the month. By that date the track can be used for passenger trains without seriously interfering with the completion of the improve-

The Indianapolis weighing bureau continues to do a good work and one which yields a handsome increase in revenue to the several companies. The report of Secretary Eckman for June shows gains through weighing car-load freight of 6,182,289 pounds; platform freight gains, 748,812 pounds, or a total of 6,931,106

The discharged passenger conductors on the Bes-line system have selected a committee to visit Cleveland and ascertain from General Manager Beach, if possible, the cause of the wholesale dropping out of conductors on the several divisions. As the order came from higher powers than the general manager it is to be feared that their efforts in the direction proposed will be

Within the last few years a number of Indianapolitans have purchased grounds at Cedar Lake and erected cottages thereon at a cost of \$2,000 or \$3,000, the understanding being that the Cincinnati, Wabash & Michigan would furnish them round-trip tickets, good for the season, at \$4. This season they have advanced this class of tickets to \$6.40, and there is a good deal of hard feeling over the matter.

With the approval of C. C. Waite A. H. Mc-Lead, general freight agent of the Cincinnati. Hamilton & Dayton lines, has made the follow-ing appointments: H. G. Stiles, general agant in charge of their freight interests at Indianapolis and west thereof; F. H. Ensworth, contracting freight agent for Indianapolis proper; J. F. Youse, Western traveling freight agent, with headquarters at Indianap-

At a meeting of the Brotherhoods of Locomotive Engineers and Firemen, held at Jeffersonville, on Sunday night, resolutions were passed demanding the employment of extra hostlers by the company at the Louisville round house, in order to afford the men of the foot-board needed rest at that end of the line. It is believed that Superintendent Black will accede to their wishes, and that no trouble will come from such demand.

The general manager of one of the Indianapolis lines stated yesterday that he had taken the "spotters" off of his trains, as, after some weeks, he had found but one conductor who was crocked enough in his returns to make it wise to dismiss him. With thirty others the crookedness was so trifling that it would be overlooked. He added that in many cases there were only slight discrepancies in reports between the train check-

men and the conductor. The Evansville & Terre Haute road has earned, since the 1st of January, \$373,-968, which is a decrease, as compared with earnings for the corresponding period last year, of \$643. The Evansville & Indianapolis earned in the same period \$101,196, a falling off as compared with last year of \$676. The St. Louis, Alton & Terre Haute main line has earned since Jan. 1, \$882,456, which is a de-

crease of \$20,480 this year. The troubles between the L. N. A. & C. management and their employes at their shops in New Albany continue. There 115 men out, and they demand that their pay day shall be fixed on the 25th of each month, stating that it often runs past that date before the paymaster comes around. General Manager Carson sticks to his first order, that the men should be paid off and other men employed in their places, but many of the men refuse to accept their pay, and matters are considerably mixed. Superintendent Woodard is quoted as saying that there has always been trouble with their workmen at New . Albany, and he thought the company would now remove their shops to some other point, a matter which has been agitated several times. At one time it was thought that Lafayette would secure these shaps.

The monthly report of Secretary Broadbelt ws that there arrived and departed at th Union depot, in the month of June, a total of 3,558 trains, of which number 244 were special trains, being the largest number of special trains ever handled at the Union depot in any one month. In May but ninety-six special trains were handled on the Union tracks, and this number was large. The increase was largely due to the national Republican convention and the numerous pienies in the month of June. On these trains were handled 28,455 coaches.

next with 2,939; the C., H. & L third, with 2,578 coaches. The time record for June was very unfavorable. Many of the trains were heavy, and it was impossible to make schedule time, even with the regular trains.

Miscellaneous Items.

The third week in June fifty eight of the leading roads made returns of earnings aggregating \$3,413,473, at increase of 6 per cent. over the earnings of the corresponding week in 1887. The extension of the Salina, Lincoln & Western road, which the Union Pacific is now constructing in Kansas, will be completed this year.
The road runs from Waldo to Colby, Kan., 135
miles, and is all the new construction the Union

Pacific contemplates making this year. C. W. Smith, vice-president of the Atchison, Topeka & Santa Fe, tells the Boston people that just now the company is not building so much new road as it was at one time in the not far distant past, and its policy at the moment is one of conservatism. He was led to this remark by the statement that their road was to be extend-

ed at once to San Francisco. It is asserted that a careful estimate has been made and that the gross direct and indirect cost to the Chicago, Burlington & Quincy road from the strike and rate-cutting, for both of which it is held responsible, is from \$8,000,000 to \$9,000,000. Granted that this be true, it follows that competitors of the C., B. & Q. must naturally entertain hostile sentiments toward the road. The Atchison's loss indirectly from

the troubles are set down at \$2,000,000. General Passenger Agent Charlton, of the Chicago & Alton, has made himself solid with the ticket agents the country over by the firm stand he took as regards the payment of commissions, and his work is the more appreciated now that the important lines are lifting the boycott on the C. & A. road, and that the prospects are so good that agents will soon be receiving commissions, as in olden times, from all the important Western lines.

LETTERS FROM THE PEOPLE.

General Harrison at Peach Tree Creek. To the Editor of the Indianapolis Journal

Answering the request of Col. Levin T. Miller, of the Thirty-third Indians, and yourself, I relate what occurred under my eye, at Peach Tree creek, on the 20th of July, 1864. In the forenoon the Army of the Cumberland crossed that stream some three miles north of Atlanta, at various points covering a length of some two miles, the Fourteenth Corps on the right, the Twentieth in the center and the Fourth on the left or east. The Third Division of the Twentieth Corps, Ward's, was on the left, next to Newton's division of the Fourth corps. Peach Tree creek was at that time a deep and muddy stream, like Fall creek, not fordable. Temporary log bridges were made. Ward's division, the Third, got over near 10 o'clock, Harrison's brigade on the right, Coburn's in the center, Wood's on the left; Geary's division of the Twentieth Corps, the Second, was on the right of Ward's. The creek bottom there was level some three hundred yards from the stream, skirted on the south by low hills, sloping up to a height of fifty or sixty feet a quarter of a mile away. The Fourth and Twentieth corps on our left and right as far as we could see, moved up on this ridge. Our division, with a front of a third to a balf mile, remained in the valley on a line in the rear of the other troops, some two or three hundred yards. There was heavy skirmishing along the whole front. About noon a soldier of the Thirty-third Indi-

ana, Henry Crist, gave me information that the rebel army was approaching in heavy force, just over the hill. I at once went to General Ward's beadquarters, having put my brigade under arms; on the way I went through Harrison's brigade and told him what I had learned. He also put his brigade under arms, saying that we ought to advance. I soon found Ward. He doubted the truth of the statement. He said it was the order of General Hooker for the division to remain where it was. I insisted on his moving up on a line with the army to close up the gap in our front. He admitted that we could not hold a position there long, if the enemy came in force. At length he said: "Go yourself and see if the rebels are coming, and if they are you and Harrison may take your brigades to the top of the ridge." I went to Harrison, told him the order of Ward, and that if I found the enemy coming I would, without delay, order my brigade to advance. He said he was ready and anxious to move since it was perilous to stay there. At once I went forward to the top of the ridge, and there saw the enemy coming, not over a hundred yards away, in full Galloping back to my comgave the order to move. Harrison ordered his men forward, the other brigade not moving. Our brigades had advanced not more than half way to the top of the ridge until the enemy came over and the fight began furiously. The two brigades balted in the shallow ravine of a spring branch. Line after line came over the ridge toward us. On the left of my brigade they met no resistance till I rode to Colonel Woods and asked him to advance, which he did, losing very heavily and filling up the gap toward the Fourth Corps. About this time Harrison and his men on our right rose up and charged up hill with terrific power. My brigade was not slow to get up and rush forward. The rebels came down hill into and through our ranks pellmell, dropping their arms and surrendering. Woods continued his advance on the left, and

soon the ridge was ours. Harrison was the personification of fiery valor, with voice and gesture urging on the furious charge. We could see the divisions on our right and left giving away in confusion, a regiment was surprised in the right, with their arms stack-a battery was captured, and on the left a host of fugitives scattered toward the rear. But our advance seemed to give them encouragement -they rallied and retook their lines. Our soldiers all got a supply of new Enfield rifles on the field, the gun-straps were not soiled. I never saw on any battle-field dead and wounded in such numbers and so close together. It was a complete surprise to us all. Hood had just that day taken command with orders to fight and fight at once and all the time. Johnston, by his caution, had made us careless. We were not looking for such a mad rush. No man in the army that night stood higher than Harrison for heroism. Had he been a West Pointer his promotion would have been ordered by telegraph. But he soon will be commander-in-chief of the army and navy, no doubt, well qualified to do his whole duty. JOHN COBURN.

Justice and Fair Play. To the Editor of the Indianapolis Journal:

In pursuance to a printed notice from the deputy city attorney, ordering me to remove my clock sign in front of my store, claiming that it was illegally maintained over the side-walk. I at once removed it, with the understanding that all the clocks and signs on Washington street had to be removed or presecution would follow. To my surprise and astonishment I notice by your paper, of July 3, that the Council of the night before had selected three favored ones and granted them the privilege of leaving their signs where they were, while their competitors and neighbors were compelled to remove the signs they had put out. Where is the justice in such legislation. Why make "fish of one and flesh of another?" What right has the Council to discriminate between neighbors, and grant one privileges above another? These clocks are placed on the street as a means of advertising business, just the same as any other sign is placed there, and one has no more right to maintain them than his neighbors. We all pay taxes alike, and are, or should be, protected alike. Can the law discriminate between neighbors as to which sign or eigns shall remain? If three clocks in one square (and one of them a dummy) are a public benefit, why should not the same benefit extend all over the city? Let us have justice and fair play. W. T. MARCY.

The Issue Is Plain.

San Francisco Chronicle. Make no mistake on this matter. There is one question before the people of the United States, and only one, and that is whether it is best for the country to abandon the protective system or to retain it. Everything else is a side issue. The personality of the candidates sink into utter insignificance when contrasted with this great, this vital issue. The party which never did or would stand up squarely on this question, the Democratic party, is already straining every nerve to obscure and cloud this issue, and to hamper and encumber it with irrelevant matters. It is employing and will employ every device it can to distract the attention of the people from the main question. It will seek to stir up popular passion and prejudice, not against the doctrines of the Reiblican party, but against its candidates. It will shift its ground a hundred times lietween now and election time, but every change of base will be accompanied with a discharge of mud and a volley of personal abuse and misrepresent

The people of the United States must be on their guard against this. They must remember always that they are to determine the fate of the Nation, and that the election of 1888 is a momentous one from the questions involved in which was 4,022 more coaches than were handled in the month of May. The largest number of coaches arrived and departed over the Bee-line, proper, numbering 2,975; I the Vandalia comes they may be effected false and irrelevant issues.

JULY MAGAZINES.

For some unexplained reason newspaper and magazine writers have devoted far more attention to the government military school at West Point than to the Annapolis Naval Academy, and the public is comparatively misinformed concerning the latter institution. This lack is supplied, however, by July Harper, the opening article being an illustrated account of the life of the naval cadets and their course of instruction. Another illustrated paper is Frank H. Spearman's "Great American Desert"-this "desert," as it was once called, now including the far from barren regions known as Dakota, Nebraska and Kansas. The progress of civilization in those regions is very graphically described. Charles Dudley Warner covers Illinois, Indiana and Ohio in this installment of his "Studies of the Great West," and consequently gives but

little more than the information which be gleaned in any encyclopedia. shows himself to have been deeply impressed by the possibilities of natural gas in the building up of the country. Lafcadio Hearne's "Midsmmer Trip to the West Indies," is attractively illustrated. A chapter on the street trees of Washington, by Peter Henderson, is of importance to persons interested in street

improvement elsewhere. A short story in negro dialect by H. S. Edwards entitled, "Old Miss and Little Sweetheart," is rather strained in effect and tiresome. In the opinion of algood many readers, the dialect species of literature is being overdone by the magazines. A novelette by H. Rider Haggard, entitled "Maiwa's Revenge," is begun in this

Edward L. Wilson's description of "Sinai and the Wilderness," in the July Century, is made more vivid and interesting by the series of excellent illustrations that accompany it. The public apparently never tire of descriptive writing when it relates to the Holy Land. George Kennan's Siberian article does not touch upon any phase of prison life in this installment, but is mcrely the story of his journey from Tiumen to Tomsk. Incidentally it affords an interesting view of the people and country, and the methods of life. Mrs. Van Rensselaer contributes a description of Litchfield Cathedral, which is charmingly illustrated. The Lincoln History treats of McClellan's rapid to power, and of Mason-Slidell capture and the consequent complications. Rev. J. M. Buckley has a chapter on "Dreams, Nightmare and Somnambulism," in which, however, he presents no new or original views. Other articles are "Disease Germs and Hew to Combat Them," "The Career of the Confederate Ram Albemarle," "Reunions of the Blue and Gray," and a short story by Brander Matthews, called "On the Battle-field." Among the poems of the number are two of martial spirit entitled "Waiting for the Bugle" and "High Tide at Gettysburg," the one by Thomas Wentworth, the other by Will H. Thompson. A pathetic negro dialect poem, "Gladness," by James Whitcomb Riley also appears in this num-

The marvels of railroad building have never been presented to the understanding of the nonscientific reader in a more clear and comprehensive way than in the illustrated articles now appearing in Scribner's Magazine. A contemplation of the bridges, and viaducts, and tunnels, and cuts, and "loops" of track, and a realization of the difficulties involved in building them, and the responsibility placed upon the builder, gives to the civil engineer an importance and dignity which that functionary has not possessed in all minds heretofore. Henry James's story, "A London Life," has in it some elements of real life not always discernible in his fiction. This comment has no cynical reference to the scandal which he foreshadows, but to the sensations of the innocent young woman who is an unwilling but helpless witness of her sister's downward career. "An Astronomer's Summer Trip," by Charles A. Young, is an account of a journey to Siberia, last August, to observe a total eclipse of the sun and of the writer's experience is Russian observatories. George Parson Lath rop's poem, prepared for this week's celebration at Gettysburg, appears in this issue. Allan S. Bottsford's lines on "Midsummer" have in them the real spirit of an idle, dreamy July day.

In the July Forum, Senator George F. Ed munds writes on "The Political Situation," Edward Atkinson on "How Can Wages be Increased?" Senator W. E. Chandler on "Our Southern Masters." This paper is a very strong presentation of the condition of affairs in the South as shown in the suppression of the negro vote and the disregard of the Constitution by the confederate element in power. Other contributions to the number are "English and American Manners," by T. W. Higginson; "The Stuff that Dreams are Made Of," by Dr. M. Clymer: 'Moral Principle in Public Affairs," by W. L. Treubolm; "Romanism and the Republic," by Monsignor Leon Bouland; "The New Battle of the Books," by George Pellew; "What Shall the Public Schools Teach?" by Prof. L. H. Ward; and "The Bugbear of Trusts," by

Belford's Magazine, or as it is more likely to be known, Donn Piatt's Magazine, is the latest venture among literary periodicals. Its apparent purpose is to promote free-trade interests, room being given to no less than four contributions in that line, besides an editorial. The writers in question are Thomas G. Shearman, J. S. Moore, Henry George and Frank Hurd. The literary features are good. The example of Lippincott's Magazine is followed, and a complete novel is made a feature of the number. "Old Man Gilbert" is a story of Southern life in war time, and is very well told and interesting. The author, Elizabeth Bellamy, is introduced to the public by Mrs. Augusta Evans Wilson. For a first issue the magazine is very creditable to its pub-

Some of the best fiction of the year is appearing in the Atlantic. "Miser Farrell's Bequest, which is concluded in the July issue, is a singular and brilliant story, though somewhat disappointing and inconsequent in its close. House's Japanese serial has the merit of novelty. Craddock's "Despot of Broomsedge Cove" is a story after the magazine publisher's own heart. being so arranged that each installment leaves the reader in anxious suspense. A good short story is "A Browning Courtship," by Eliza Orne White. The more serious contributions to the number are of the high literary order which has come to be looked for in this magazine.

"The Yellow Snake," a novel by William Henry Bishop, occupies the greater part of the July Lippincott. It is a story of Mexican life, and is a more interesting tale than its rather sensational title indicates. 'My Experience as an Adyenturess," is a somewhat misleading title, since the story told is that of a woman who, as the saying goes, "lives by her wits," but only by an bonest exercise of them, and not by the means adopted by those commonly known as adventuresses. Tourgee, in his serial "With Gauge and Swallow," has a chapter on clairvoyance. An article on "Toadstool's," an essay on "The First Person Singular," and two or three rather good poems complete the book.

Thomas Nelson Page's story, "Two Little Confederates," in St. Nicholas, is very graphic and entertaining, and gives young readers a good idea of the state of affairs in the South during the civil war. To lovers of dogs all stories of dogs are interesting, but the sketches by Gertrude Wickham of "Dogs of Noted Americana" will be found particularly so since the noted Americans seem to have owned most remarkable animals. Boys will find H. Albert Johnson's "Recollections of the Naval Academy" interesting. The number as a whole is above the usual high average in merit and interest.

An essay on the "Aims of Art," by George Frederick Watts, R. A., in the July Magazine of Art, is a serious and dignified presentation of the subject, that might be read with profit by all artists and art-lovers. Other contributions are "A Personal View of Japanese Art," "Old Arts and Modern Thoughts," "The Forest of Fontainebleau," "The Crown, Its Growth and Developement," and "Charles Dickens and His Less Familiar Portraits. "All these articles are profusely illustrated.

A portrait study by Ellen Welby forms the frontispiece of the July Art Amateur. Directions for its treatment in oil and water-colors are given in detail. A double page illustration is a study of poppies by Victor Daugon. Among the supplement designs are a classical decorative figure, "Hebe," pot-pourri vase decoration, bands for wood carving and a colored plate, representing ferns. Montague Marks, publisher, 23 Union square, New York.

The Quiver for July carries on [the story "In Her Own Right," by the author of "My Brother Basil," and gives the concluding chapters of "Not All in Vain," by Lambert Shields. There are two or three short stories and several wellwritten articles on miscellaneous subjects. The Quiver is an excellent family magazine, handsomely illustrated, carefully edited and uniform- | beware of imitations.

ly pure and healthy in tone. It is published by Cassell & Company, New York, at \$1.50 per

"Judge's Young Folks," a weekly issued by the publishers of Judge, is something new in juvenile literature. Children, of course, enjoy colored illustrations, and that they have a sense of humor and fully appreciate the mixture of fun and seriousness is proved by the swift verdict of "good" which they give upon reading it. Judge Publishing Company, 38 Park Row, New

"The Suppliant" is the title of the photogravure which accompanies the June Art Age. It is from a painting by H. Siddons Mowbray. and represents a young communicant in a white veil in a devotional attitude. A supplement portrait of the artist Mowbray is also given with this number, which completes the seventh volume of this very excellent publication.

"Tid-Eits," the weekly humorous paper, has changed its name to "Time," has slightly enlarged, and promises that all who read it shall have a good time. New York, 14 Vesey stacet.

The frontispiece of July Outing is a portrait of four dogs, after a painting by Jadin, and is alone worth the price of the magazine to sportsmen and dog lovers.

The Magazine of American History for July contains a fine full-length portrait of the late Chief-justice Waite in his official robes.

Written for the Indianapolis Journal. A Campaign Song. Say, white folks, hab you seen Grove Cleveland, Wid de sadness on his face, Go roun' de White House mighty lonesome Like he 'spec's to leab de place? He's heard de shout, "Ben Harrison's comin' And he knows he's had his day; His eyes he rubs wid de red bandanna. For he's gwire to go away.

> Chorus-Free-traders run, ha! ha! Protection wins, ho! ho! To de White House Genr'l Harrison's comin,' And Cleveland's got to go!

Massa Harrison's good like his old grandfadder, And his head and heart am sound; He will pay de pensions to de soljer And will pass de homesteads round. Wid de stars he'll chase de red bandanna, And when election's done, De Republican folks dev'll all shout glory, Cause our Benjamin has won. Chorus-

De laborer feels mighty tired of libbin On de wages free trade pay, Dey ask de Nation for protection For to keep de wolf at bay. De rich folks dey got plenty, no how, And de poor folks, dey want some. Dev'id therefore vote for Massa Harrison When November sixth am come.

De Democrats dey make us trouble, An' it's time to break de spell. We'l clean de White House top to cellar, And for Massa Harrison yell! Our platform's good, no plank is broken. Massa Harrison's "built dat way." We'll shout and pray and vote together, An 'lect him, election day.

JUMPING SAM PATCH.

Interesting Reminiscences of an Old Paterson Farmer.

Middletown (N. Y.) Special A grizzled old farmer named William P. Brown was in town the other day, and fell to giving reminiscences of Paterson as he remembered the place sixty years ago. "I was born on Manhattan Island," he said, "when all the upper part was nothing but farm lands, and went to work in a cotton-spinning factory in Paterson as sweeper and errand boy when I was eleven years old. Paterson was a small place then, and the factory was a small affair, too, but one of the owners was Sam Patch, who afterwards became famous as a high jumper. saw him make his first big jump at Passaic

"The story of the jump is this: Sam Patch and a man named Brannigan were partners in the factory, and they failed in business. Sam was a Cape Cod man by birth, and had been a sailor from a boy up till he came to Paterson. He was a daring and reckless fellow and could swim like a duck. It was said that while he was a sailor he often exhibited his skill and daring by jumping from the high masts of ships into the sea. After the failure Sam Patch hung around Paterson with nothing to do until he got pretty hard up. Then, I suppose, the thought occurred to him that he could make a raise by jumping off the rocks of Passaic Falls. So notice was given that at a certain day and hour Sam Patch would jump off the cliff at the falls into the river below, a distance of about eighty feet, for a purse of \$50, made up by some of the sports of the town. Few people believed that he would make the jump, but there was a big crowd on hand to see it all the same. 'Sam came to the falls stripped to his under-

shirt and drawers. He showed no fear or nervousness, but his face was flushed, as I thought, by drink. He took a couple of small stones in his hands and went to the brink of the cliff and dropped them off, one after the other, and watched where they struck the water down below. Then he walked back a few yards and turned and took a little run to the brink of the cliff and jumped off, clearing the rocks about ten feet. He went down feet first, but with his body inclining considerable to one side, and in this shape he struck the water and disappeared. A few moments later his head bobbed up at a point down stream, and he began paddling for the shore. Then the crowd gave him a big

"Sam's jump at the Passaic Falls was considered a marvelous feat in those days and made him famous the country over. So he took to jumping for money from the masts of ships, and from bridges and other high places, and went about the country giving exhibitions. Unfortunately for him, too, he took up another practice that soon cut his career short. I didn't see him make his last jump at the Genesee Falls at Rochester, Nov. 13, 1829, but those who did see the tragedy tell me that when he approached the brink to make the leap of 125 feet into the seething pool below he was dazed and unsteady from drink. He made the jump so bunglingly that he struck the water flatwise instead of feet first, the concussion crushing in his breast and sending his dead body to the bottom like a

The St. Louis Bridge. Scribner's Magazine. The beautiful bridge built by Captain Eads over the Mississippi river at St. Louis, bold in its design and excellent in its execution, is an object of admiration to all who visit it, but the impression of its importance would be greatly magnified if the part below the surface of the water, which bears the massive towers, and which extends to a depth twice as great as the height of the pier above the water, could be visible. There are three steel arches, the center one having a span of 520 feet and each side arch a span of 502 feet. Each span has four parallel arches or ribe, and each arch is composed of two cylindrical steel tubes, eighteen inches in exterior diameter, one acting as the upper and the other as the lower chord of the arch. The tubes are in sections, each twelve feet long, and connected by screw joints. The thickness of the steel forming the tubes runs from 1 3-16 to 21 inches. These upper and lower tubes are parallel and twelve feet apart, connected by a single system of diagonal bracing. The double tracks of the ratiroad run through the bridge adjacent to the side arches at the elevation of the highest point of the lower tube. The carriage road and footpaths extend the full width of the bridge and are carried, by braced vertical posts, at an elevation of twenty-three feet above the railroad. The clear headway is fifty-five feet above ordinary high water. The approaches on each side are masonry viaducts, and the railway connects with the city station by a tunnel nearly a mile in length. The great tubular ribs were built out from each side of a pier, the weight on one side acting as a counterpoise for the construction on the other side of the pier. They were thus gradually and systematically projected over the river, without support from below, till they met at the middle of the span, when the last central connecting tube was put in place by an ingenious mechanical arrangement, and the arch became self-supporting.

What the Soldiers Prefer.

Milwaukee Sentinel. If pension bills are to be scanned to detect the undeserving applicants, the old soldiers of the country would prefer to have them inspected by an old soldier like Ben Harrison, rather than by a man who never saw a military camp, to say nothing of a battle-field.

A Warm Weather Reflection. Nebraska State Journal. The African beathen who goes through the summer months with no other raiment than a large ring in his nose is not in such bad shape

THE "Exposition Universelle de l'art Culinaire" awarded the highest honors to ANGOSTURA BIT-TERS as the most efficacious stimulant to excite the appetite and to keep the digestive organs in good order. Ask for the genuine article, manufactured by Dr. J. G. B. Siegert & Sons, and Republican State Convention. HEADQUARTERS OF THE

REPUBLICAN STATE CENTRAL COMMITTEE, INDIANAPOLIS, Ind., June 11, 1888. The Republicans of Indiana and those who will act with them in the approaching campaign will meet in delegate convention at Tomlinson Hall, in the city of Indianapolis, on Wednesday, Aug. 8, 1888, at 10 o'clock A. M., to nominate candidates for the tollowing offices:

Governor. Lieutenant-governor. Three Judges of the Supreme Court. Secretary of State. Auditor of State. Treasurer of State. Reporter of the Supreme Court. Attorney-general.

Superintendent of Public Instruction. Also, to select presidential electors, and for the transaction of such other business as may

Each county will be entitled to representation on the basis of one delegate for each 200 votes, and each fraction over 100, cast for Colonel R. S. Robertson for Lieutenant-governor, in 1886, as follows:

	COUNTIES.	of delegates.	eforLieut. v.Robert- n, 1886	COUNTIES.	of delegates.	forLieut. v.Robert- n, 1886	1 1 1 1
Į	Adams	5	1,055	Madison	14	2,707	8
ı	Allen	27	5,333	Marion	68	13,674	1
H	B'rt hol'ew	12	2,470	Marshall	12	2,312	lτ
9	Benton	8	1,530	Martin	6	1,299	1
ı	Blackford.	5	1,011	Miami	. 14	2,886	Г
ı	Boone	16	3,165	Monroe	9	1,816	1
ı	Brown	3	564	Montgomy	19	3,742	1
ı	Carroll	12	2,447	Morgan	11	2,255	
ı	Cass	17	3,441	Newton	6	1,164 2,762	1
B	Clark	12	2,408	Noble	14	682	
ı	Clay	16	2,922	Ohio	8	1,685	١.
B	Crawford	6	3,167	Orange	8	1,508	
ı	Daviess	12	2,304	Owen Parke	13	2,589	1
B	Dearborn	12	2,385	Perry	9	1,817	
7	Decatur	12	2,450	Pike	10	1,983	ı
H	DeKalb	13	2,511	Porter	ii	2,179	
ı	Delaware	17	3,330	Posey	10	1,952	1
ı	Dubois	5	1,021	Pulaski	5	1,054	ı
ı	Elkhart	21	4.237	Putnam	12	2,353	1
ı	Fayette	9	1,772	Randolph	20	4,062	1
R	Floyd	9	1,852	Rush	13	2,539	1
9	Fountain	12	2,487	Ripley	11	2,259	
B	Franklin	7	1,483	Scott	3	699	
ĸ	Fulton	10		Shelby	14	2,860	1
Ŗ	Gibson	13	2,610	Spencer	12	2,467	1
ľ	Grant	16	3,154	Starke	3	569	١.
B	Greene		2,597	Steuben	11	2,123	
ij	Hamilton	16	3,299	St. Joseph	21	4,282	
B	Hancock	9		Switz'rl'nd	8	1,627	1
8	Harrison	10		Sullivan	8	1,594	1
ı	Henry	15		Tippecano'	25	4,993	1
R	Hendricks.	18	2,906	Tipton	9 5	1,798	1
R	Howard	14		Union	9	1,019	1
ı	Huntingtn	16		Vand'rb'rg	22	4,439	1
ı	Jackson	10		Vermillion	27	1,629	1
u	Jasper	7	1.309	Vigo		5,411	1
ı	Jay		2,548 3,089	Wabash Warren	19	3,761 1,789	1
4	Jefferson	Contract of the Contract of th	1,911	Warrick	11	2,261	L
0	Jennings Johnson			Washi'gt'n	8		1
ì	Knox			Wayne	27	5,402	ы
ı	Koscinsko.		3,578	Wells	8	1,529	П
	Lagrange .			White	ğ		1
V	Lake			Whitley	10	1,909	1
	LaPorte	17	3,454		1000		1
Į	Lawrence .			Total	1,160	231,922	1

Lawrence . 11 2,119 Total ... 1,100 231,922 On the evening preceding the convention the delegates from each congressional district will meet at such places as may hereafter be designated by the State committee, to select the following district committeemen, officers of the convention, and presidential electors:

One member of the committee on creden-2. One member of the committee on permanent organization, rules and order of business, which committee will nominate a permanent president and secretary; also, two presidential electors, and two alternates for the State at

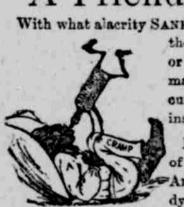
One district vice-president. One district assistant secretary. One member of the committee on resolu-

6. One district presidential elector, and one The county committees throughout the State

will take such steps as may be necessary, regarding the selection of delegates to this convention, and report at once the names of delegates and alternates, with their respective postoffice address, to the chairman of the State com-By order of the State central committee,

JAMES N. HUSTON, Chairman. For a family medicine Ayer's Sugar-coated Pills are unrivaled. They root out disease.

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Unripe fruit, impure water, unhealthy climate, unwholesome food, Malaria, Epidemic and Contagious Diseases, Cholera Morbus, Cramps, Pains, Indigestion, Colds, Chills, Simple Fevers, Exhaustion, Nervousness or Loss of Sleep, that beset the traveler or household at this season, are nothing to those pro-

tected by SANFORD'S GINGER. Avoid cheap and dangerous imitations said to be 'the same," or "as good," or "cheaper" than SANFORD'S GINGER

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DYE-At his residence, 178 Broadway, July 2, 1888. Isaac Dye, in the eighty-fifth year of his age. HAMLET-James S., at his residence, No. 108 College avenue, on Tuesday, July 3, at 2. a. m. Funeral from residence, Thursday, July 5, at 10:30 a. m. Remains will be taken to Plainfield, Ind., for

TAYANTED ... MAN ... TO TAKE THE AGENCY (traveling or local) of our safes; size, 28x18x18 nhes; weight, 500 lbs.; retail price, \$35; other sizes n proportion. A rare chance and permanent business. These safes meet a demand never before supplied by other safe companies, as we are not governed by the safe pool. ALPINE SAFE CO., Cincinnati, O.

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WANTED-SITUATIONS.

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STRAYED.

CTRAYED FROM HOME-T. B. HOLMES LEFT his home in Attica, on June 23. He is subject to epileptic fits, and was probably laboring under temporary derangement when he left without the knowlporary derangement when he left without the knowledge of his parents, who will thankfully receive and pay for any information concerning his whereabouts. He is twenty-one years of age, smooth face, slight in figure, dark hair, five feet and ten inches in height; had on plaid cassimere suit, black stiff hat, congress shoes. He would possibly give the name of Thomas Burton. Information should be sent to ALEX. HOLMES, Attice, Ind.

FROM FRANKLIN, INDIANA

Describing the Condition and the Result

so as to Leave No Room for Doubt. Mr. P. C. Halfaker, a Prominent Citizen of

Mr. P. C. Halfaker, of Franklin, Johnson county, Indiana, said to the writer a few days

Franklin, Speaks Emphatically, Di-

rectly and to the Point.

"I have lived in Franklin for many years, and am probably as well known there as any man in that community. I am a blacksmith by trade, and, as you see, I am strong and well." The writer had no reason to doubt his assertion. Mr. Halfaker is nearly six feet tall, broad-

shouldered and has muscles like iron. "Young man," continued Mr. Halfaker, "would you believe that I, of my own free will, would have gladly laid down and died but a few short

"Explain yourself," replied the writer. "It was four years ago," as near as I can recall ow," said Mr. Halfaker," that I was first roubled with a disorder which I then understood but little about. The first symptoms, as near as I can remember, were a pain across the forehead, just above the eyes, and an uncomfortable desire to sneeze. The trouble kept growing worse and extending until I thought, in this past year, I could stand the misery no longer. The terrible suffering I



P. C. HALFAKER, FRANKLIN, IND. endured is best known by my friends and my own family. At night I could not sleep and ossed about all night.

"In the morning I arose unrefreshed, with a bad taste in my mouth, and it would take me a long time to hawk and spit up the mucus which had dropped into and lodged in the

BACK PART OF MY THROAT During the night. My eyes had a hot, burning sensation and watered freely. My ears had queer sounds in them, like the buzzing of bees or hornets. My nose was stoped up, first on one side and then on the other. I had to keep my mouth open in order to breathe. This caused my throat to become parched and dry. My head had a dizzy, swimming sensation, especially when I would stoop over, and often while walking along the street I would ree!

LIKE A DRUNKEN MAN. My stomach felt heavy as lead after eating. My food would not digest. I would feel a peculiar sinking or fluttering sensation at my stomach, and my bowels would rumble. I could not go out in company, I was so miserable. I would blow large scabs from my nose and hawk up yellow mucus from my throat. In the last year I LOST TWENTY POUNDS

in flesh. I would grow tired on the slightest exertion. My pleasure in life was spotled. I had no ambition. I grew despondent easily. At last I thought I must give up work entirely. It was at this time I heard of Dr. Franklyn Blair, of 203 North Illinois street, Indianapolis, went to see him and went under his treatment. commenced to improve at once. My worst symptoms gradually disappeared. I began to feel strong and weil. My cough soon left me and I did not give up my work, but kept at it and felt well able to. The swelling of my abdomen decreased until it was again its natural size. The fact is I feel better than I have for years."

The above cut is a fair likeness of Mr. Halfaker, who lives in Franklin, a thriving town about twenty miles from Indianapolis.

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Summer on application to the above address. SUMMER SCHOOL. INDIANAPOLIS SUSINESS UNIVERSIT W

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